Retrenchment of Employees due to Closure of Wagon Manufacturing Units

7839. SHRI V. NARAYANASAMY:
SHRI K. RAHMAN KHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that due to closure of one of the units of TEXMACO resulted in nearly 4,500 workers being thrown out of jobs engaged in the wagon manufacturing units;

(b) if so, the action proposed to be taken by Government in this regard; and

(c) what is the total requirement of wagons by the Railways per year and how does it propose to meet their requirement without the wagon manufacturing units being closed down?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Railways have not received any intimation about the closure of any of the units of TEXMACO.

(b) Does not arise.

(c) The requirement of wagons is a prospective provision to generate adequate transport capacity to meet the transport demands for the year and is a function of asset utilisation and varies from year to year. For the VIII Five Year Plan, the total requirement has been estimated as 1,20,000 wagons (4 wheelers) giving an average of 24000 four wheelers per annum. For 1994-95 orders have been placed for 7600 four wheelers on the industries and 1000 four wheelers on Railway Workshops. As wagon availability is more than adequate to meet the present traffic offerings, no difficulty is anticipated in meeting requirements.

Manning and Mechanising Railway Crossings

7840. SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE:
SHRIMATI VEENA VERMA:
SHRI RAJNI RANJAN SAHU:

Will the Minister of RAILWAYS be pleased to state the Eighth Five Year Plan targets for manning and mechanising the railway crossings and to provide them with over-bridges to avert accidents at such unmanned crossings?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): As per rules, when there is increase in both rail and road traffic the initial cost of manning of unmanned level crossings is to be borne by the State Govt. and the recurring cost by the Railways. Only certain vulnerable level crossings are being manned by the railway at its own cost in terms of the decisions taken by the Railway Ministry in 1979. The criteria for deciding vulnerability includes traffic density, which is determined by taking a census every 5 years or under special circumstances even earlier. The manning of level crossings therefore depends mainly on State Govt's providing necessary funds.

As per rules, cost of construction of road over/under bridges in replacement of busy level crossings (those having a traffic density of 1 lakh TVUs or more) is shared by railways and the State Govt. The priorities for taking up the works are fixed by the State Govt. after considering the overall road traffic situation. There are no unmanned level crossings with such heavy traffic density. The number of road over/under bridges to be constructed in a particular time frame depends on the ability of the State Govt in carrying out their portion of the work.